

CITY OF BELLEVUE
CITY COUNCIL

Summary Minutes of Study Session

September 4, 2001
6:00 p.m.

Council Conference Room
Bellevue, Washington

PRESENT: Mayor Mosher, Deputy Mayor Marshall, Councilmembers Creighton, Davidson, Degginger, and Lee

ABSENT: Councilmember Noble

1. Call to Order

Deputy Mayor Marshall opened the meeting at 6:00 p.m. and announced recess to executive session for approximately 30 minutes to discuss one item of pending litigation. The study session resumed at 6:42 p.m. with Mayor Mosher presiding.

2. Study Session

(a) Charge to Performing Arts Center Citizen Advisory Committee (CAC)

City Manager Steve Sarkozy recalled Council's direction on August 6 to establish a Citizen Advisory Committee (CAC) to evaluate proposals for the development of a performing arts center.

Planning and Community Development Director Matt Terry reviewed staff's draft charge for the Performing Arts CAC:

1. Review all feasibility work the City has completed in the past 10 years regarding the development of a performing arts center and evaluate the recent Tuckman and Freeman proposals.
2. Provide a recommendation on whether or not the proposals warrant Council's support.
3. If the CAC recommends support of a proposal, the CAC should identify conditions or commitments the City should seek in exchange for any City investment in the facility.

Mr. Terry noted that the questions on Attachment 2, page SS 2-3 of the packet, are intended to help guide the CAC's discussions.

Dr. Davidson suggested breaking the first sentence of the charge into two sentences.

In response to Dr. Davidson, Mr. Terry explained that a staff proposal was developed in the past which suggested: 1) the creation of a public development authority or nonprofit corporation to oversee the fundraising, construction, and operation of a performing arts center, and 2) voter approval to fund part of the facility, conditioned on the donation of private matching funds. At that time, staff recommended acquisition of the Metro site near Meydenbauer Center as a desirable location for a performing arts center.

In response to Mr. Lee, Mr. Terry suggested the CAC review the Tuckman and Freeman proposals first. Mr. Terry feels these are potentially less costly for the public than some of the alternatives discussed over the years.

Mr. Degginger would like feedback from the CAC regarding the proposals as a whole as well as individual elements of the proposals that they like or dislike. Mr. Terry said it is unlikely the Tuckman and Freeman proposals could be changed dramatically in terms of mixing and matching specific components. However, the draft charge asks the CAC to recommend modifications or enhancements to these proposals if desired. Mr. Terry added that the CAC could choose to package a new proposal for Council's consideration.

Mayor Mosher noted Council concurrence to proceed with the CAC's charge, with the revision to the first sentence as suggested by Dr. Davidson.

In response to Dr. Davidson, Mr. Terry acknowledged the ambitious time line but he feels the CAC will be able to develop a recommendation in less than 90 days, possibly by the end of October, if it stays focused on key issues. Mr. Terry suggested biweekly CAC meetings with Mr. Freeman and Mr. Tuckman presenting their proposals at the initial meeting. He will provide minutes of the CAC meetings to Council and keep them updated on the CAC's progress. Noting the list of proposed CAC members in Council's desk packets, Mr. Terry said he will make every effort to confirm all participants by the end of the week.

(b) 2000 Performance Measures Survey Follow-up

For the public's benefit, Mr. Sarkozy explained that the City periodically conducts performance measure surveys to identify residents' opinions about issues, policies, and programs. This information provides a useful tool in the development and administration of the City's programs and services.

Interim Finance Director Gary Ameling said two questions from the 2000 Performance Measures Survey were repeated on a Parks Survey conducted in June 2001. The questions addressed whether or not the City is headed in the right direction and whether citizens feel they are getting their money's worth from the City. The 2001 survey also allowed respondents to elaborate on the reasons for their response.

Planning Director Dan Stroh read the first question: Would you say for the City as a whole that things are generally headed in the right direction or would you say things are off on the wrong track? In the June survey, 75 percent responded that things are headed in the right direction while 18 percent feel the City is headed in the wrong direction. Younger respondents and

residents living in multifamily housing were more likely to think the City is headed in the right direction. Older and longer term residents were more likely to respond that the City is headed in the wrong direction.

The second question was: Thinking about City of Bellevue services and facilities, do you feel you are getting your money's worth for your tax dollars or not? Mr. Stroh said 84 percent of the June respondents reported that they are getting their money's worth and 9 percent felt they are not getting their money's worth. Those who responded positively cited the following reasons: overall good services, no complaints/happy with services, good police service and low crime, good parks/trails/sports facilities, lots of services for taxes paid, and good fire/medic services. Citizens who said they are not getting their money's worth noted the high cost of living, lack of sidewalks, and that money is not spent wisely.

In response to Dr. Davidson, Mr. Stroh said the surveys were conducted through telephone calls, which provides the best representative sample of Bellevue households. The survey is controlled for some factors including multifamily/single-family and gender. Mr. Stroh said the sample size is large enough to project the results out for the "typical" Bellevue resident.

In response to Mr. Lee, Mr. Stroh said a variety of factors influence survey responses including the wording of the question, the placement of the question within the survey, the economy, and current stories in the newspapers and broadcast media.

In response to Mayor Mosher, Mr. Sarkozy said ICMA (International City/County Management Association) is working to incorporate resident survey data into its performance measures program. He agreed it would be valuable to be able to compare results within the region.

(c) Meydenbauer Bridge Project Informational Briefing

Mr. Sarkozy said the Meydenbauer Bridge Seismic Retrofit and Reconstruction project is currently included in the Capital Investment Program (CIP) Plan and an open house meeting was held last week to review project alternatives. He noted that Council action on this item is requested during the Regular Session.

Transportation Assistant Director David Berg introduced Maher Welaye, Project Manager. Mr. Berg said the bridge, built in the early 1950s, spans Meydenbauer Park along Meydenbauer Bay. A load restriction was placed on the bridge in 1992 following a seismic evaluation of all bridges in the city. In 1994, as part of the City's CIP process, a design report was prepared that evaluated five alternatives for the bridge. As a result, a retrofit option was selected that would sandwich the old bridge between two new narrow bridges to meet updated seismic and load requirements. The Meydenbauer Bridge Seismic Retrofit and Reconstruction project was added to the 2001-2007 CIP Plan as No. PW-M-11. The earthquake on February 28, 2001, further demonstrated the need to upgrade the bridge.

Mr. Berg said a Project Definition Team composed of structural engineers, bridge inspectors, contractors, a value engineering expert, a Transportation Commission member, and City staff was assembled to review and rank project alternatives. The team developed and refined project

alternatives which were organized into three categories: new concrete structure, new steel structure, and retrofit option. The team recommended construction of a new concrete bridge because it would be more aesthetically pleasing than the other options and fit in well with the park setting. A concrete structure also provides much less risk during construction and throughout the life of the bridge. Mr. Berg said it was estimated that a new bridge would cost 15 percent more than the retrofit option.

Mr. Berg displayed and discussed three alternatives: 1) flat arch concrete rigid frame, 2) post-tensioned concrete box girder, and 3) pre-stressed concrete segmental girder. The existing bridge is a 24-foot section from curb to curb with a 3 ½-foot sidewalk on each side. All of the new bridge options have two 11-foot lanes, a five-foot bikeway in each direction, and 6 to 8-foot sidewalks on each side. Mr. Berg said alternative 3 results in a slightly bulkier structure than the other two alternatives. The advantage is that it can be built more quickly because the girders can be constructed at another site and brought in for installation.

Mr. Berg reviewed three bridge rail alternatives under consideration: 1) steel, 2) concrete baluster, and 3) combination steel/concrete barrier. A public meeting was held in the park under the bridge on August 29 to discuss these alternatives. Of the 36 people who voted, approximately two-thirds preferred the flat arch style bridge while 25 percent preferred vertical support columns (as in alternative 2). In terms of railing, 75 percent preferred the traditional concrete baluster style.

Mr. Berg said citizens were concerned that a new bridge would generate more truck traffic but he said there are no plans to designate the road as a truck route or to change its current use. Residents also expressed concern about access to nearby driveways during construction and vehicle speeds along Lake Washington Boulevard.

Mr. Berg said staff's recommendation is to construct a new concrete bridge. He noted that tonight's Consent Calendar includes an item to change the name and scope of the project and a motion to award the consultant's agreement to complete final design. The current CIP Plan includes \$3 million for the project and staff will provide a final cost estimate once design work is completed.

In response to Mr. Creighton, Mr. Welaye said the cost of a steel bridge would be 50 to 60 percent higher than a concrete bridge. He added that it could take a year or more to receive the materials for a steel bridge.

Mr. Creighton questioned the placement of bike lanes and sidewalks on the bridge when these features are not present on the adjacent roadway. Mr. Berg said there are sidewalks and a bike lane on one side of the roadway. Since the bridge is intended to last for 50 or more years, Mr. Berg said it makes sense to include the bike lane now to accommodate future potential increases in bike traffic. The actual width of the bike lane will be determined during the design phase. Mr. Berg said it may be appropriate to narrow the bike lane in order to reduce costs. Mr. Creighton feels the proposed bridge is larger than it needs to be.

Mr. Lee expressed similar concerns about the size of the bridge. He questioned whether the bridge's function is expected to change in the foreseeable future and suggested that a smaller bridge would be less expensive to build. Mr. Berg said all of the concrete bridge options are comparable in cost.

Deputy Mayor Marshall said her experience with transportation and bridge projects indicates that many citizens are interested in providing safe bike lanes and walkways on bridges throughout the region. She noted that one emphasis of the ongoing Downtown Implementation Plan Update is to encourage pedestrian and bicycle access to the downtown. She feels the proposed new bridge should be incorporated into the overall vision for downtown. Mrs. Marshall praised staff for reevaluating the old retrofit option and developing alternatives for replacing the bridge with a more attractive and safe bridge. She said the proposed pedestrian and bike facilities will make good financial and practical sense over the life of the bridge.

In response to Mr. Degginger, Mr. Berg said approximately \$180,000 was spent between 1994 and 1997 to develop the retrofit design report and conduct the public involvement process. Mr. Berg said this design does not meet current environmental and seismic requirements. In response to Mr. Degginger, Mr. Berg said it would cost approximately \$100,000 to bring the 1994 retrofit design up to current standards for construction. For a new bridge as proposed by staff, design costs would be about \$200,000 and construction costs are estimated to increase by about \$300,000. Mr. Berg said this reflects an expected increase in the total cost of the bridge from \$3 million to \$3.5 million.

In response to Dr. Davidson, Mr. Berg said the bridge would be inaccessible for eight or nine months while the old bridge is demolished and the new bridge is built. He said this was discussed with residents at the August public meeting but it did not appear to be a major concern for anyone.

Mayor Mosher is in favor of replacing the bridge along with the sidewalks and bike lanes proposed by staff. Mr. Degginger expressed concern about the cost of re-designing projects.

3. Council Business [Item 6 from Regular Session Agenda]

Noting the availability of time before the regular session, Mayor Mosher suggested reporting on Council Business.

Mr. Degginger attended the Bellevue Economic Partnership meeting in August, in part to continue planning for the Smart Buildings Forum to be held October 17, as well as the I-405 Study Executive Committee meeting.

Mr. Lee met with various City staff to discuss upcoming transportation and construction projects.

Mrs. Marshall met with representatives of regional transportation groups and Senator Patty Murray's staff to discuss a strategy for securing federal transportation funding. Mrs. Marshall participated in a press conference sponsored by the Washington State Department of

Transportation at Bellevue City Hall to discuss the I-405 Environmental Impact Statement (EIS) and to respond to erroneous allegations by citizen groups about the report. As a third item, Mrs. Marshall said members of the Eastside Transportation Partnership are working to gain more transit service hours from Metro.

- ➡ Mrs. Marshall moved to cancel the September 17 Council meeting due to Rosh Hashanah, and Mr. Degginger seconded the motion.
- ➡ The motion to cancel the September 17 Council meeting carried by a vote of 6-0.

At Mrs. Marshall's request, there was Council consensus to approve Mayor Mosher's recommended replacement appointments to the Downtown Implementation Plan Citizen Advisory Committee as follows: Robert DeVinck, Andre Chilcott, a representative of Equity Office Properties, and a representative to be named by the Planning Commission to replace Kevin Paulich.

Mayor Mosher attended a meeting of the governor-appointed Business and Occupation (B&O) Tax Study Group. He noted that the National League of Cities' Energy, Environment and Natural Resources Steering Committee will be meeting in Bellevue in late September and invited Councilmembers' involvement in these activities. He requested Council action on the Performing Arts Center Citizen Advisory Committee.

- ➡ Mrs. Marshall moved to approve the following appointments to the Performing Arts Center Citizen Advisory Committee, subject to confirmation by the individuals identified as "not confirmed":

Bellevue Convention Center Authority – Roger Anderson
Bellevue Arts Commission – Margaret Lowe
Arts organizations – John Matheson, Dan Heidt, Greg Murray
Business – David Fulton (not confirmed), Ralph Goodman, Joan Wallace, Dick Sandaas
Residents – Carolee Danz, Carl Benke (not confirmed), Dick Foreman (not confirmed), Susan Neumann (not confirmed), Sarah Langton, Kristen Webb.

Mr. Creighton seconded the motion.

- ➡ The motion to approve the appointments to the Performing Arts Center Citizen Advisory Committee carried by a vote of 6-0.

At 7:54 p.m., Mayor Mosher declared recess to the regular session.

Myrna L. Basich
City Clerk

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